

Preparations Made For Development Of Commerce On Pacific Ocean

Steamship Lines Adding Much Tonnage To Fleets

The past year developed increased facilities for the speedy transportation of passengers, freights and mails between the islands and points along the mainland, the Orient, the Antipodes and Europe and the United Kingdom.

One of the important additions connected with shipping interests of the Hawaiian Islands was the reopening of the Oceanic steamship service between San Francisco and Sydney, N. S. W., by the way of Honolulu and Pago Pago. The company placed two large liners on the run, the distance between San Francisco and Sydney being covered in thirty-one days, including stops at intermediate ports. The steamship Ventura and Sonoma have been engaged in this trade for some months. That the Australian service is meeting with support of shippers and traveling public is borne out by the steadily increasing business of the line, almost from its commencement.

The Pacific Mail Steamship Company has contributed to the betterment of the trans-Pacific steamship service as pertains to increased facilities in the transit of mails.

The British steamer Nile, a former Royal Mail liner, was purchased by the Pacific Mail during the early part of the year. The vessel was placed in the San Francisco, Honolulu, Japan and China service a few months following the wreck and loss of the Asia. Flying the Pacific Mail flag, and making regular calls at this port, are now the Mongolia, Manchuria, Korea, Siberia, Nile and Persia.

Eight large freighters are being added to the already extensive fleet now operated by the American-Hawaiian line. While a number of the new steamers are to remain in the Atlantic, several are completed and are to enter a trade which has to do with the Panama canal.

The American-Hawaiian service over the triangular route, extending from Salina Cruz along the west coast of Central America, Mexico, the United States, to Puget Sound, thence to the Hawaiian Islands, and returning to Salina Cruz, the Pacific terminal at the Isthmus of Tehuantepec, is now covered by six of the largest carriers in the fleet. The vessels now engaged in the transportation of immense quantities of sugar and preserved pineapples, and returning to the islands with heavy freights of a varied nature, include the Alaskan, Arizona, Virginian, Missourian, Mexican and Columbian. Freighters of this line are calling at Honolulu on an average of between ten to eleven days. In many instances, from two to four island ports are visited for the discharge of mainland cargo and the reception of shipments of sugar and other lines of Hawaiian products.

The advent of the Harrison Direct Line was one of the interesting features

connected with the shipping of 1912. A number of large-sized cargo carriers, on a round-the-world voyage called at Honolulu, where large quantities of European merchandise were discharged, while extensive shipments of preserved pineapples and other incident freight were supplied for the Pacific coast or European market. The Harrison Direct Line while at present omitting further calls at the port of Honolulu, is believed may again re-enter the field with the opening of the pineapple season.

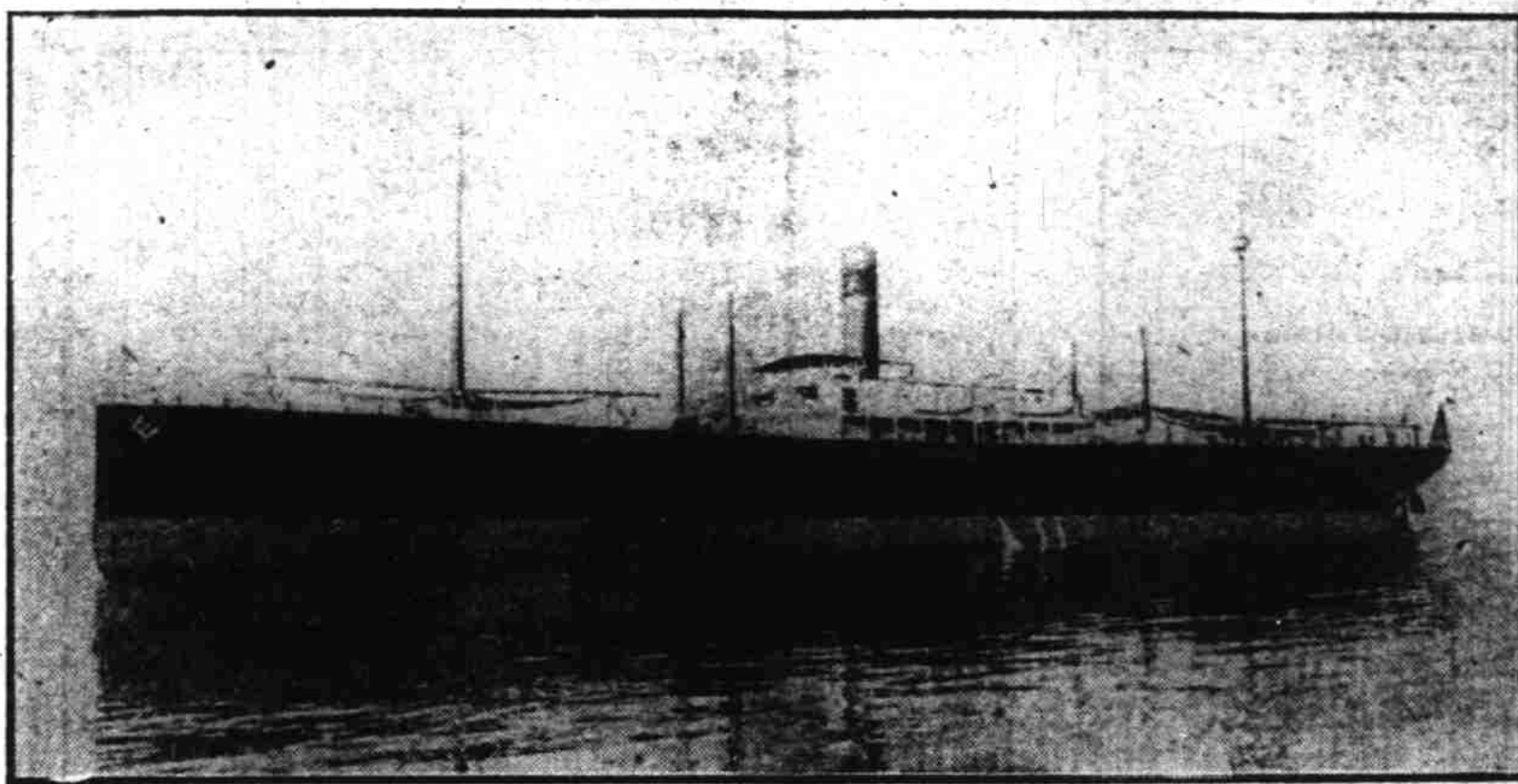
The great Kosmos Line, with a large fleet of cargo and passenger carriers, is to enter the Hawaiian trade with the beginning of the year. Some six months ago, the matter of offering inducements to this company was mooted by the commercial bodies of Honolulu. Negotiations have been completed whereby at least four freighters in the Kosmos Line will visit the port during 1913. A cable is now at hand in which the departure of the first steamer in the proposed service, from European ports, is reported. The vessel is believed will proceed from Hamburg and Leth to Honolulu, then calling at the several ports along the west coast of the United States including San Diego, San Francisco and the Sound.

It was in the year 1912 that the first steps toward the construction of two fine new liners for the Matson Company were taken, with the letting of contracts for the steamers Matsuna and Manoa. The Newport News Shipbuilding Company are turning out the vessels that are to add to the number and efficiency of the Matson fleet in the Pacific.

The year that is now passed, also witnessed the preliminary work of building two immense passenger carriers for the Canadian-Australian line, which now operate a fleet of three vessels from British Columbia ports to Sydney, N. S. W. by the way of Honolulu, Suva and Auckland. The new Niagara is well on the way to completion and is expected will enter the service from the Northwest coast to the Antipodes in May, followed some months later by another vessel of at least 10,000 tons.

With all preliminary arrangements closed, the Toyo Kisen Kaisha has completed plans for the increase in their trans-Pacific service by the addition of the liner Hongkong Maru. This vessel is to cater to the intermediate trade in connection with the Nippon Maru. It is also understood that the Japanese line will place one or more large freighters and passenger carriers on the Central and South American run. The removal of the Hongkong Maru from the South American line will be followed by the substitution of the big new 18,500-ton freight and passenger-carrier, Anyo Maru. This vessel is to call here on her maiden voyage July 4.

TANGIBLE EVIDENCE OF HAWAII'S GROWING IMPORTANCE IN WORLD'S COMMERCE



American-Hawaiian freighter Minnesota, added to the big carrier fleet.

How Science Aids City Health

By DR. J. S. B. PRATT

President Territorial Board of Health

The death rate in the territory during the fiscal year ending June 30, 1911, was reduced 1.34 per 1000 population. In the previous year the rate was 17.34 per 1000, while last year it was 16 per 1000 inhabitants. The death rate for Honolulu was 2.9 per 1000 population, but this figure is unfair because it is based on the census of 1910; if the present increased population were used as a basis the figure would be much lower.

Correspondingly, health conditions throughout the islands have improved. During the last six months of 1912 the monthly report of the department has read like this: twenty-one cases of infectious diseases reported, eleven deaths. In previous years cases reported, twenty-one deaths.

Those earlier reports require explanation. They mean that only eleven cases were found by the board of health inspectors and officials, yet there were actually twenty-one deaths; in other words, that the sufferers were neither reported nor discovered by the department until they died. The changed report this year, especially in the last six months, shows greater efficiency, and at the same time fewer deaths.

Marked improvements have been made in sanitation in Honolulu and throughout the territory, in drainage of the plantation camps and the congested districts, tenement conditions, mosquito, quarantine and rat and insect destruction. Cleanly Day, this year indicated a vast change for the better in general health conditions. The department has raised the standard of its inspectors, now conducting an inspectors' school every Monday afternoon.

Much has been accomplished in an educational way, with the exhibit at the Panama settlement last March, the lectures in the public schools, the "seeing Honolulu" trips for the business men of this city, the traveling tuberculosis exhibit, the inspired

one over the number of arrivals within the territory during the last fiscal year.

Passengers arriving within the district totaled 12,383, while during the same period 13,084 departed. The official records maintained at the Federal customs does not include those who may have arrived or departed in the United States army transports.

Hongkong is designated as the port from whence came the largest number of passengers. Kobe, Japan, follows a close second, with Gibraltar third and Oporto fourth. The two latter ports were the point of embarkation of a large delegation of Spanish and Portuguese immigrants.

Hongkong is the point from which the thousands of Filipinos depart for Hawaii. Out of 12,383 passengers arriving at the territory, 1,454 came first cabin and 10,929 second class or steerage.

As a point of destination, San Francisco easily leads with 7228 passengers departing from the territory for the coast port.

During the year there were 40 departures for Auckland, Fanning Island and one Hongkong 898, Kobe 1322, Manila 163, Nagasaki 7, Shanghai 42, Suva 19, Sydney 305, Vancouver 387, Victoria 43 and Yokohama 2619 passengers.

It will be noted that the territory of Hawaii lost 3,958 in the number of departures for Japan ports during the year while a total of 4,231 persons from Japanese ports arrived within the territory in the same period. The number of departing passengers are pretty evenly divided between first cabin and steerage, the figures showing 6,635 cabin and 6,449 steerage departing from the territory.

Sources from Whence Money Came.

A total of customs receipts for the district of Hawaii for the fiscal year 1912 assumed the handsome sum of \$1,643,197.37. Duties on imports received into the territory were \$1,661,825.76. Tonnage dues amounted to \$28,711.68. Customs fees are set down at \$166.20. Customs fines, penalties and forfeitures figure up to \$3,056.42. Storage, labor and draying proved no small item, it being charged to \$3,230.84. Miscellaneous collections and revenues from other sources to the amount of \$3,560.15 completed the total.

articles in the public press and the aroused interest and co-operation of the churches as evidenced by the tuberculosis meeting held at the Biju theater some weeks ago under their auspices.

Our records show that in Honolulu alone in the last year 2500 new sanitary fixtures have been installed in public and private buildings; 6000 old sanitary fixtures have been abolished; 113 new sewer connections made and 25,000 minor nuisances abated, such as rubbish and garbage heaps, leakages stopped, mosquito breeding places abolished.

Under Dr. A. N. Sinclair the bacteriological department has progressed to the point where we are making our tuberculin serum and tests for typhoid, diphtheria and other infectious diseases. We have gone into the different serum treatments more, these proving the practical method of combating such maladies. Better work and larger results are shown in the handling of tuberculosis in the islands. The Puumale Home at Hilo has been established and the Tuberculosis League, by its co-operation and stamp sales has made possible the installation of a tuberculosis nurse in Honolulu, who is to attend cases of this nature.

The future work of the department depends largely, of course, on the coming legislature. Some changes in the laws will be asked, to increase the efficiency of the department; also to improve tenement conditions to provide for the further rat-proofing and mosquito-proofing of premises within a radius of one mile from Honolulu harbor. An effort will be made to abolish some or most of the wet agricultural projects in the vicinity of this city. The department needs a sanitary engineer; the city needs more sewers and better water supply.

We need to go into the water supply and sewerage problems of the territory in greater detail—but this will be discussed more at length at some later time.

One important legislative feature we desire to urge, is that the employees of the board of health be placed on the civil service list, thus eliminating politics entirely in the conduct of health affairs of the territory.

PROMOTION CAMPAIGN PAYS BIG DIVIDENDS

(Continued from page 9.)

this connection the work that Mr. Walter G. Smith is even now doing for Hawaii on the mainland is the direct result of the plans and hopes of the promotion committee. Mr. Smith is equipped with about two hundred slides of the best views in Hawaii, as well as several thousand feet of moving picture film, supplied by Mr. Boring.

But, better than any amount of literature which the committee could send out, is the work that is being done by men like Mr. Lloyd Childs, who is now touring the northwest with a company of Hawaiian singers, and who gives a most entertaining talk before each one of his concerts. His scenery shows "Waikiki in the Moonlight," and is said to be most remarkable in its beauty.

And now as to the future: It is idle to predict what Honolulu and Hawaii generally will be within the next few years. So many factors are at work toward the building up of the territory, and its possibilities are so tremendous that no one in his senses would attempt to put a limit to the increase just beyond the horizon of the present. The committee, realizing this, has concentrated its efforts rather than distributing them indiscriminately, and expects to reap a rich harvest in the rapidly-growing northwest. We have here the natural playground for that section.

The approaching completion of the canal, the perfection of radio-telegraph between Honolulu and the Coast, the plans for an increased and swifter steamer service, the development of Oahu as a military base, the charm of Oahu's climate, the agricultural and industrial advantages of the territory, the growth of travel from a multiplicity of causes, the improvements planned by the harbor board, the improved hotel service, sufficient at present, but, in view of everything, needing to be greatly enlarged in the near future, all point to the fact that Honolulu can not avoid its destiny as one of the most important centers of the world.

This may seem a big thing to say, but the facts bear out the assertion. Honolulu is growing as it never grew before, and it is preparing to meet its obligations and meet them as a great city should—fully and efficiently.

To fully keep up with plans for the



H. K. BISHOP
Chairman Board of Harbor Commissioners.

future funds available for the general work of the committee, especially for the ensuing three years should be quadrupled. The committee can now profitably spend from \$50,000 to \$75,000 per year in its work of advertising Hawaii.

CITY OF HOMES GROWS; BUSINESS SECTION, TOO

(Continued from page 9.)

tions, \$15,000.
G. Bellina, stores, \$4500.
E. W. Quinn, plumbing showrooms and shop, Paahuli street, \$5000.
M. Kawahara, store, Maunakea street, \$3825.
California Feed Co., warehouse and office, Queen and Alakea streets, \$15,000.
J. A. Magoon, store, Alakea street, \$4400.
Shinshu Kwaisha Co., sake brewery, Queen street, \$17,370.
Mr. Paxton, stores and rooming, King and Punchbowl streets, \$3500.
C. M. Cooke, Ltd., printing office, King street, \$38,390.
Hop Wo, store, Kukui street, \$4500.
Oahu Railway & Land Co., locomotive house, Palama, \$2500.
T. H. Davies & Co., store repairs, Kaahumanu street, \$4030.
Hawaiian Pineapple Co., factory, Iwilei, \$100,000.
Waterhouse Investment Co., store and office, Merchant street, \$3500.
Cotton, Neill Co., office, Alakea and Queen streets, \$20,990.
Moana Hotel, Waikiki, \$2478.
Oahu Railway & Land Co., warehouses, Palama, \$15,000.
Inter-Island Steam Navigation Co., alterations, Queen street, \$20,000.
Honolulu Construction & Draying Co., stable, South and Kawaiahao streets, \$2500.
Union Feed Co., dry house, Ala Moana, \$3000.
Libby, McNeill & Libby, two warehouses, Kahala, \$7000.
Algaroba Feed Co., warehouse, Iwilei, \$750.
Public Buildings.
Territory of Hawaii, two cottages, Kalihi, \$9724.
Territory of Hawaii, public school, Kakaako, \$25,350.
Territory of Hawaii, bulkhead, etc., Hackfeld wharf, \$3975.
Territory of Hawaii, public school, Kaimuki, \$53,776.
Territory of Hawaii, school, Moiliili, (1) \$5174, (2) \$1694, (3) \$4048.
Territory of Hawaii, dispensary and patients' cottage, Kalihi, \$7924.
Miscellaneous.
Country Club, Nuuanu avenue, \$6700.
Hongwanji Mission, dormitory, Auwahiann, \$4865.
Kaneohe Church, place of worship, Kaneohe, \$3250.
Hongwanji Mission, schoolhouse, Fort street, \$2985.
J. R. Galt, garage, Liliha street, \$2345.
J. Steiner, concrete seawall and foundation, Waikiki, \$2300.
Palama Settlement, King street, \$6500.
Oahu College, dormitory, \$82,861.
Trustees Bishop Estate, dormitory, Kamehameha Schools, \$16,000; school, \$1560.

On April 2 of this year H. Gooding Field, submitted to the chamber of commerce an elaborate report on city and county affairs. This report pointed out extravagance in public office and the results of mixing politics and city business. Its vigorous arraignment of civic conditions was the forerunner of the present scheme to change the form of government to a short-ballot or commission system.

Building Wharves Over Territory For The Future

By H. K. Bishop, Chairman of the Board of Harbor Commissioners.

Hawaii's existence depends primarily upon her commercial communication with the outside world; for that reason her marine traffic is all-important and the condition of her harbors should be of vital interest.

The improvement of these in proportion for the vasty augmented trade anticipated with the opening of the Panama Canal is something the harbor commissioners have foreseen and every step in this direction has been taken that has been possible, at the same time keeping within the appropriations of funds at its disposal.

In Honolulu two contracts aggregating \$68,946, have been let within the last three months for dredging the Alakea slip and in front of the Fort Street bulkhead wharf, increasing the depth of both to thirty-two feet, making those wharves better available for the larger deep-sea vessels. Both jobs should be completed within the next few weeks.

Repair and pavement of the Queen street bulkhead wharf, costing \$37,823.40 has been completed; sheds on the same pier, to cost \$46,494, are to be built and ready for service by February 3, 1913 a fuel oil pipe line, costing a total of more than \$40,000 has been laid along the harbor front to accommodate the oil burning steamers; a railway track is planned now to carry freight from all the public wharves to the lines of the H. R. & L. Company; work on a new plan for the Honolulu waterfront has begun, the main feature of which is the change from the slip plan at the foot of Fort street, installing in its place a bulkhead wharf, extending from the Kaiiki end of the wharf No. 3 to the extreme end of the Oceanic wharf. The preliminary dredging work already in under way and should be finished by January 15, 1913.

Many Improvements Planned.
A wharf costing \$7,500 is to be erected at Waikane, Oahu, in the near future. On Hawaii the Matukona wharf, costing 13,800, has been completed; the reconstruction of the Napoona wharf has been finished at a cost of \$11,285; dredging in front of the wharf at Kulo Bay, Hilo, to cost about \$47,990, will be completed early the coming year, and a new wharf costing \$84,000, is to be finished there sometime in February. In connection with this latter job, a contract has been let

for dredging on the site of the new wharf, for the sum of \$61,949, and is to be finished within a few months.

On Kauai a new wharf, of concrete sub-structure and wooden super-structure has recently been finished at a cost of \$9763. On Maui a new pier at Kihali is to be constructed, or as much as will be possible, from the appropriation of \$9000 set aside for the purpose, with plans for further additions when later appropriations are made.

At a recent meeting of the board of harbor commissioners, Commissioner Wakefield presented an extensive and exhaustive report concerning wharves and landings of the city of Honolulu; also the wharves and landings on the other islands of the group. This report emphasizes the fact that the revenues from the wharves and lands are not even paying for the maintenance and repair, to say nothing of depreciation and interest on money invested.

Following a general discussion on this report, it was determined by the board to proceed to make the necessary surveys and examinations in order that certain specific recommendations could be made to the legislature at the coming session, for work on the wharves and landings of the territory, along with other recommendations pertaining to the financial status of the wharf and harbor work.

In accordance with this resolution, the department of public works is proceeding with the plans for the improvement of the Fort street bulkhead wharf, and the completion of the Queen street bulkhead wharf, and such other surveys and examinations as may be necessary to comply with this resolution. It is hoped that this work will be finished in time to present to the legislature an intelligent plan and accurate estimates of the cost of such harbor work as it will be necessary to undertake during the next two years.

I think that the general consensus of opinion of the board is for permanent construction, and that all future work should be undertaken with this idea in view.

A comprehensive plan for improving the Honolulu waterfront has been mapped out, and it is the intention of the board in preparing plans and specifications for future work to conform to this scheme, so that when the improvements are completed the general plan will have been carried out.

Y. M. C. A. ENDS BIGGEST YEAR

The first calendar year of work of the new Young Men's Christian Association building has just been completed. It has been a successful year—in fact, the big year in many ways.

That it is the biggest year that the association has ever had is only to be expected because of the splendid equipment, but the results have exceeded the expectations of not a few of the members. The membership in the Honolulu association is, for instance, 1153, which is an increase of over 450 since entering the new building a year ago. If San Francisco had a correspondingly large membership, it would have 9224 members instead of the 3280 of its last report. This is counting the Honolulu population as being 50,000 persons, many of whom, of course, are non-English-speaking, and therefore not interested in the association.

The night school, has made good with the ambitious young men of the city, and 178 men and boys have been enrolled in its classes, studying everything from the English and arithmetic of the sixth grade, up to the best methods of investing money in stocks, bonds, real estate and insurance, and also such practical subjects as stenography, typewriting, bookkeeping, mathematics for the men, clerical pursuits, the common branches for the boys who have had to leave school and go to work, mechanical drawing, and a special course of miscellaneous matter for machinists' apprentices, and, finally, a course in carpentry for the boys who wish to know how to use tools. A number of educational clubs have been in operation in addition to these formal classes. The Camera Club, the Chess Club, the Mandolin and Guitar Club, the Wireless Club, the Stamp Club, and the Reading and Discussion Club, have provided educational opportunities to a variety of tastes.

One of the association's most valuable contributions to the young men of the city is its splendid and adequate provision for social recreations. Six teams have been playing on the bowling alleys to discover who could knock down the most pins, providing both good fun and good exercise for a fine crowd of good fellows. The billiard room is another strong feature and is not only a good social recreation but one requiring a measure of skill, and provides some exercise for men of sedentary occupations.

During the month of November, for instance, 691 games of billiards were played and 1855 games bowled on the bowling alleys. The cafeteria, in addition to serving on an average of 225 meals per day, has been a real social asset and has helped in the promoting of a number of association plans and local religious movements. Scarcely a week goes past that Cooke hall is not the scene of some sort of a banquet and not infrequently two and three times a week. The cafeteria has greatly facilitated the meeting of Bible classes and clubs. Literally tens of thousands of needles have been used on the two Victor phono-

graphs and nobody knows how many games of chess and checkers have been played.

There is scarcely an hour a day that the reading room is not in use. The newspapers and magazines find many readers. For the payment of the very small membership fee, one has access to over fifty periodicals ranging all the way from Life and Judge to such serious efforts as the World's Work and mechanical publications for the specialists. When they took the count for the average attendance to the building one day last November, they found that the total number of men and boys to visit the building that day was 694. Where would a good many of these men and boys have gone to spend their hours of leisure if it had not been for the fine club house provided for them by the people of Honolulu? The days would be pretty dull for a good many of them.

But anyone who would look upon the Young Men's Christian Association as merely a place to go for a social hour or a meal or an educational class, would get a conception far short of the real usefulness and function of that institution. Character is its chief aim and all these features are regarded as having value only to the extent that they contribute to well-rounded manhood. The association does not simply aim to be an institution of prevention. It has a strongly constructive policy. The secretaries are all trained to see the possibilities in every boy and man and they use these opportunities to lead men into useful habits. Many men and boys have been advised about improving themselves, cautioned against bad habits as they began to make their appearance, given suggestions concerning self-support along economical and business lines, and traced up morally and spiritually in time of temptation. Not a few young men have come in from the association building out of work, discouraged, lonesome, and ready to give up, and have come out of the building with a new heart, suggestions as to finding work, in many cases a definite position, and always with the conviction that they have found friends who are interested in helping them into a better condition.

The relative purpose of the association has been successful not only with personal work and conversation with men, but in religious meetings and bible classes. Three religious meetings a week are now being held, and in addition to these five bible classes meet once a week with a total enrollment of 117 men and boys.

Physical Department Strong.
Twenty-two thousand square feet of floor space has been devoted entirely to the physical department, presided over by two men who have been trained for the work. Beginning at noon the schedule shows a constant procession of gymnasium classes, team practice, and games until the lights are turned out in the big games hall.

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HAWAII STANDS THIRTEENTH IN LIST OF CUSTOMS DISTRICTS

Hawaii stands thirteenth in the list of United States customs districts, where collections total over one million dollars. Collector of Customs Stackhouse has issued a report giving the total collections for the past fiscal year, bringing Hawaii's contribution to \$1,643,197.37.

The list of districts as compiled in the order of collections includes, New York, Boston, Philadelphia, Chicago, New Orleans, San Francisco, Baltimore, Buffalo, Detroit, Puget Sound, Tampa, Hawaii, Cleveland, Vermont, Minnesota, Porto Rico, Champlain and Galveston. At all of these districts the collections for the fiscal year totaled over one million dollars.

The stars and stripes were in the lead, as displayed from vessels entered and cleared in the district of Hawaii for the fiscal year ending June 30, 1912. Four hundred and thirty-one vessels were entered at the several ports throughout the district. Of these, 327 vessels were of American registry. The British flag comes next, being represented by 52 vessels. Forty-two Japanese vessels entered, others included 6 German, 3 Norwegian and one French vessel.

The combined tonnage entered at island ports, totaled 1,370,315 tons. Clearances during the same period, throughout the district included 329 vessels, with an aggregate of 1,359,109 tons.

Coastwise Trade Predominated.
Throughout the district of Hawaii up to and including June 30, 1912, the close of the fiscal year 1912, 62 more vessels entered and cleared from coastwise ports than from foreign ports.

Figures at hand show that during the past year, 301 vessels entered the district from coastwise ports. Of these 246 were for Honolulu, 29 for Hilo, 13 for Kahului, 10 for Mahukoua and 3 for Koloa. During the same period, 228 vessels cleared Honolulu for coastwise ports, 33 from Hilo, 13 from Kahului, 15 from Mahukoua, and 3 from Koloa.

Vessels entering the district from foreign ports numbered 124. From Hilo, 1 at Hilo, 3 at Kahului, 2 at Mahukoua, while the clearances of foreign registered vessels from the district numbered 135 from Honolulu, and 2 at Kahului.

Coal proved an important item in the long line of imports into the district of Hawaii during the fiscal year 1912. Totals kept by the Collector of Customs show that Australia, Japan, the United Kingdom and Hongkong contributed to the supply received here from foreign countries.

During the year 66,003 tons at a valuation of \$195,727 were received, the largest amount coming from Australia, which imported 55,489 tons, and Japan second, with 10,001 tons. Japanese Food Stuffs Head the List.

Provisions and supplies from Japan and China head the list of values in imports from foreign countries into the territory of Hawaii for the last fiscal year.

According to data compiled by the Collector of Customs, total imports from foreign countries, reached the sum of \$5,598,444. Under general classification these imports included bags, cement, chemicals, coal, cottons, fertilizer, food supplies, iron and steel, spirits and miscellaneous.

With food stuffs in the lead, chemicals to the value of \$1,337,733 were received. The next largest item is jute bags, the importation amounting to \$590,936 for the year. Foreign cement proved to be the smallest item on the list, the sum of \$19,875 being the value of this commodity received.

Over fifty million dollars figured in the imports and exports for the last fiscal year, the value of all articles imported from and exported to foreign countries totaling \$55,449,483.

Imports from foreign countries amounted to \$5,598,444 while exports to the same countries reached but \$375,273. According to figures submitted by Collector of the Port Statable, shipments from the United States to the Territory of Hawaii amounted to the handsome figure of \$23,695,878 for the year ending March, 1912. Shipments to non-contiguous territory totaled \$55,076,165 for the year.

This amount includes such commodities as sugar, raw, 1,172,310,950 pounds valued at \$48,143,520; sugar, refined, 32,594,550 pounds at \$1,817,797; coffee shipped to non-contiguous territory amounted to 1,228,968 pounds valued at \$335,641; rice to the amount of 4,678,617 pounds was shipped, while hides weighing 1,384,848 pounds valued at \$110,446 were also exported.

Hawaii's Products Abroad.

Coffee led in the products of the islands to be shipped to foreign countries. No sugar is reported to have been sent to other than the United States.

Four hundred and ten pounds of refined sugar valued at \$27.00 was included in a list of products destined for foreign lands. Coffee to the amount of \$29,855 pounds, was followed by rice at 21,200 pounds and hides at 6,315 pounds. The total value of all products of the territory sent to foreign countries was \$30,866.

More Departures Than Arrivals.

Departures from the territory to all countries were seven hundred and